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S'ATIC RADAR CROSS SECTION OF LIGHT AIRCRAFT. VOLUME III. PIPER PA-18 SUPER CUB AT L-, S-, AND C-BANDS

Test Group (6585th)

Prepared for:

Air Force Special Weapons Center Federal Aviation Administration

January 1974

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16. Abstrect

Static radar cross section (RCS) of a single-engine fabriccovered Piper PA-18 Super Cub high wing monoplane was measured at 2700, 2800 and 2900 MHz over a range of aircraft attitudes of $\pm 10^{\circ}$ pitch, 0° to 45° roll, and also at 1250, 1350, 5000, and 5400 MHz at 0° roll, 0° pitch. Median RCS was independent of frequency in linear polarization and in Greular polarization, The RCS was insensitive to roll, pitch, and yaw except in the two broadside directions under conditions of increasing roll angle. The report includes copies of the eraginal recorded RCS patterns.

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SECTION I

1. Introduction

This document is Volume III of a three-volume set (References 1 and 2) on measurement of static radar cross section (RCS) of light aircraft. The measurement program comprised three types of single-engined aircraft:

- a. All-metal high wing
- b. All-metal low wing
- c. Fabric-covered (high wing)

Type (c), represented by a Piper PA-18 Super Cub is the subject of this report. Measurements on a Cessna 150L, typical of type (a), are presented in Volume I (Reference 1), and the data on type (b), a Cherokee 140, are given in Volume II (Reference 2).

The objective of the program was to measure static RCS of typical light aircraft over a range of frequencies, polarizations, and aspect angles. These data would aid in defining the need for and amount of RCS enhancement on light aircraft to improve their visibility on FAA airport surveillance radars.

The data measurements were made at the Radar Target Scatter Division (RAT SCAT) of the 6585th Test Group located on the Alkali Flats, Holloman Air Force Base, New Mexico.

2. Description of Target

The RCS data presented in this report were measured on a Model PA-18 Super Cub manufactured by the Piper Aircraft Corporation, Lock Haven, Pennsylvania.

The aircraft was being re-furbished by the owners and was not in flying condition at the time of test although the basic structure and equipment were complete in all respects. The aircraft was trucked to the RAT SCAT test site where it was assembled and rigged. Figure 1 shows the aircraft mounted for test at zero degrees roll and zero degrees pitch. There were no antennas on the aircraft. The control surfaces were locked in neutral and the cabin door on the starboard side was closed.

3. Instrumentation

Data measurement was achieved with a long-pulse radar system operating on a ground plane range. Figure 2 illustrates the components of the measurement range. The radar transmitter, receiver, control console, and data recorders were housed in a mobile van. The antennas were supported on a mobile tower. Rotation of the target in azimuth was controlled from the van through underground electrical conduit that also returned azimuth synchro signals to the van. A mobile test van was used on this program in order to operate over a range length not available on the RAT SCAT fixed ranges. Sections 1 and 2 of Appendix A and Table A-1 of Appendix A summarize the characteristics of RAT SCAT facilities and equipment. This information applies to the mobile-mounted equipment used for this program as well as to the fixed installations.

The RCS measurements presented in this report were obtained on a ground plane range wherein the target is measured near to the ground. The ground is present as a scattering object and in such a circumstance coupling between orthogonal components of the transmitted and received fields may exist other than the coupling introduced by the target. This coupling (or depolarizing) can be a problem only for measurement in circular polarization. References 3 and 4 describe the theoretical and experimental studies made on the subject specifically for the RAT SCAT range. It was shown that circular polarization measurements can be made on a ground plane range. The size of the useful target region is approximately the same when circular polarization is used as that obtained when linear polarization is used. The amplitude curvature in the vertical plane is the limiting factor in both cases. Standardized calibration procedures used at RAT SCAT assure the accuracy of RCS measurements using circular polarization.

The primary calibration standard for linear polarization was a 26.6 inch diameter precision aluminum sphere and was used at all measurement frequencies. The calibration standard for circular polarization was a ninety-degree dihedral corner with square faces 0.85 meters in each dimension. This corner was calibrated against the precision sphere, making use of a 45° dipole to transfer from linear to circular polarization. The secondary reference standard was a trihedral corner placed approximately at mid-range (see Figure 2). The RCS level of this reference standard was used to set the decibel scale on all recorded RCS patterns and was utilized for both linear and circular polarization.

The radar antennas were parabolic dishes with dipole feeds for linear polarization and planar spiral feeds for circular polarization. Circularity was better than 0.7 dB at all frequencies.

4. Procedure

Data on this program were obtained at seven frequencies and three polarizations over a range of roll and pitch angles as summarized in Table I.

2

Table I - RCS Measurement Matrix

Freq. (MHz)	Polarization	Roll Angle (Degrees)	Pitch Angle (Degrees)
1250	VV, HH, RR	0-	0
1350	vv, HII, RR	0	0
2700	VV,,RR	0,5,10,20,30,45	-10,-5,0,+5,+10
2800	VV,HH,RR	0,5,10,20,30,45	-10,-5,0,+5,+10
2900	vv,, rr	0,5,10,20,30,45	-10,-5,0,+5,+10
5000	vv,ım,	0	0
5400	vv, HH,	0	0

The first letter designating polarization defines the polarization of the transmit antenna, the second letter defines polarization of the receive antenna. The nomenclature follows common practice in which only the spatial orientation of the electric field vector is specified: V for vertical, II for horizontal, R for right-hand circular.

The aircraft was supported at the azimuth turntable on two dielectric columns. The two columns were expanded polystyrene foam fabricated in vertical wedge sections to form a cone with circular cross section. On top of each column was a cylindrical transition section of polystyrene contoured on the upper ends to match the curvature of polystyrene rings attached to the aircraft fuselage. The rings transferred the mounting loads into the fuselage welded steel tube framework in order to avoid damage to the outer fabric covering. The forward ring was in the plane of the firewall.

The aircraft was lifted by a mobile crane and carefully lowered onto the transition sections on top of each column. Lengths of parachute cord tied to the fuselage, tail wheel, and wing struts were anchored to winches fastened on the azimuth turntable. The transition sections on the two columns established the aircraft pitch angle while roll angle was achieved simply by rolling the aircraft on the support rings. Final adjustment of pitch and roll was achieved by altering tension in various tie-down cords in whatever combination was necessary. Roll and pitch angle were measured at the propeller hub. With the propeller rotated to an index line roll angle was measured with a transit sighting on a protractor fixed to the propeller hub. Pitch angle was measured on the front

of the propeller hub with an inclinometer. Pitch angle thus was measured with respect to the axis of the engine crankshaft. Both roll and pitch were set to an accuracy of ± 0.5 degrees.

Figure 1 shows the Super Cub mounted on the columns and ready for measurement at zero degrees roll, zero degrees pitch. The two support rings were made of two pound per cubic foot density expanded polystyrene foam and were in place for all RCS measurements.

Target height was 14 feet at L- and C-Bands, 16 feet at S-Band. Target height is the vertical distance between ground level and a horizontal line (the pitch axis) through the half height of the fuselage midway between aircraft nose and tail, measured with the aircraft in level flight attitude. Figure 3 illustrates the relation between target height and the axes of pitch and yaw.

A target being measured on a ground plane range is in an electromagnetic field that is the vector sum of (1) the wave energy that travels directly from antenna to target, (2) the wave energy reflected from the surface of the earth, and (3) the wave energy that travels along the surface of the earth. The vector sum produces an interference pattern. Antenna height is adjusted so that the target is located in the first lobe of the interference pattern described by the equation

$$H_{\dot{a}} = \frac{\lambda R}{4H_{t}}$$

where H_a is antenna height, H_t is target height, λ is wavelength, and R is range length. In order to obtain accurate RCS measurements the following steps are required:

- (a) Adjust antenna height and pointing direction for best field uniformity across the volume occupied by the target.
- (b) Tilt the azimuth turntable so the target rotates in the plane of the antenna beam.
- (c) Minimize reflections from target supports, tie-downs and turntable.
- (d) Calibrate the range at all frequencies and polarizations.

The range parameters used on the program after the above steps were carried out at each frequency are summarized in Table II.

Measurement of RCS began with the three frequencies in S-Band: 2700 MHz, 2800 MHz and 2900 MHz. Because of the large effort required

to mount the target for measurement it was prudent to record as many RCS patterns as possible for each mounting of the target. For that reason four antennas were used: one pair for linear polarization, the other pair for circular polarization. The antenna pairs were switched to the radar transmitter and receiver as required. That arrangement allowed measurement of seven RCS patterns for each roll/pitch attitude of the target. If weather conditions remained favorable upon completion of such a pattern group the target was set to the next roll/pitch attitude and RC's measurement continued until dark at which time a post-test calibration was then made. If weather became unfavorable (wind velocity above 10 knots, or rain) the target was removed from the turntable and the post-test calibration was made as quickly as possible. In any event the aircraft was not measured in wind velocity above 10 knots or after dark, and the range was calibrated before and after a sequence of measurement. The post-test calibration for one day was not used as the pretest calibration for the next sequence of measurement. Each day began with a new calibration.

At L-Band (1250 MHz and 1350 MHz) one pair of antennas was used instead of two pair because only one target roll/pitch attitude was measured (see Table I). The two linear patterns were measured at each frequency followed by the post-test calibration. The linear feeds were replaced by the circular feeds and a new calibration was made at the two frequencies. The required patterns in circular polarization were then measured and were followed by a post-test calibration.

5. Results

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The RCS patterns presented in this report are copies of the original recorded data. Each pattern includes a calibration reference level from which the decibel scale was labelled. Each pattern also is marked with azimuth angle (horizontal scale at the bottom), and is identified as to pitch and roll angle, all of which are defined in Appendix B.

The RCS of the Super Cub was fairly insensitive to roll, pitch and yaw (azimuth angle) except in the broadside directions with increasing roll angle. The aircraft structure consisted of a metal framework covered by fabric that had a fire-retardent plastic finish. The outer surface of the aircraft was thus a thin dielectric layer. The aircraft RCS was the combination of reflections from the dielectric surface and from the large number of conductive elements (pipe, angles, plates) making up the aircraft load-bearing structure. The conductive elements presented to the incident radar field a wide range of lengths, polarizations, and areas that changed only slightly with aspect angle (except in the broadside directions at increasing roll angles). The result was a uniform RCS response.

With the aircraft at zero degrees roll and zero degrees pitch the median RCS in linear polarization and in circular polarization was independent of frequency over the range of measurement. In linear polarization the median RCS was the same for VV as for III.

The measured RCS patterns show the affect of frequency only for the zero degrees roll, zero degrees pitch attitude of the aircraft. It can be noted that the ratio of fuselage length (6.88m) to wavelength is between 288 and 124 over the measured frequency range, indicating that RCS is in the geometric optics region. From this it can be inferred that median RCS may be independent of frequency at all attitudes of the aircraft.

Figure 4 indicates the affect of positive roll angle (at zero degrees pitch) on median RCS at 2800 MHz, VV polarization. Contours of median RCS in dbsm are plotted in the azimuth-roll plane. (Median RCS was computed for a 10 degree azimuth increment with a 5 degree overlap). Vertical lines through the plot indicate the affect of roll angle at a given azimuth direction. Variation of RCS with roll angle was greatest in the two broadside directions, i.e. near 90° azimuth and 270° azimuth. In the 270° azimuth direction where the radar viewed the underside of the wing and fuselage as the aircraft rolled the RCS displayed three peaks and two 5 db deep nulls in rolling to 45 degrees. In the 90° azimuth direction (the radar viewed the upper surface of wing and fuselage) the RCS displayed two peaks and one 8 db deep null for the same 45 degrees of roll. In other azimuth directions the RCS varied 2 db or less over 45 degrees of roll.

6. References

- AFSWC-TR-73-46, Volume I, Static RCS of Light Aircraft, Cessna 15CL at L-, S-, C-Pand, December 1973.
- AFSWC-TR-73-46, Volume II, Static RCS of Light Aircraft, Cherokee 140 at L-, S-, C-Band, December 1973.
- 3. RADC-TDR-63-484, An Analysis of the Polarization Capabilities of a Ground Plane Cross Section Range, October 1963.
- 4. RADC-TDR-64-380, Experimental Results of Circular Polarization and Scattering Matrix Measurements, June 1964.

Table II Test Range Parameters for Super Cub RCS Measurements

Freq. (MHz)	Target Ht. (ft)	Antenna Ht.	Antenna Diameter (ft)	Kange (ft)	Table Tilt (Min)
1250	14	12'-6"	10	. 1150	7
1350	14	12"-6".		1150	42
2700	. 91	12"-6"		2100	
2800	16	12'-6"	•	2100	26
2900	16	12'-6"	•	2100 .	. 26
2000	. 77	. 6,-2,,	4	2100	23
5400	14	5'-10"	4	. 2100	23
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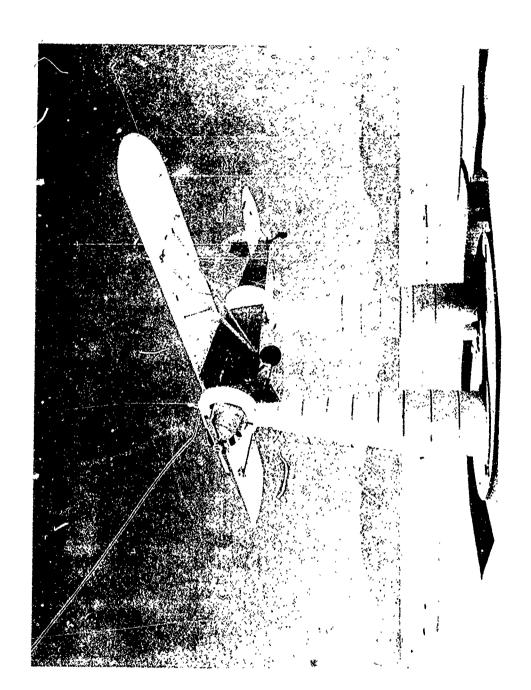


Figure 1. PIPER PA-18 Super Cub Mounted On Columns For RCS Measurements at O^o Roll, O^o Pitch.

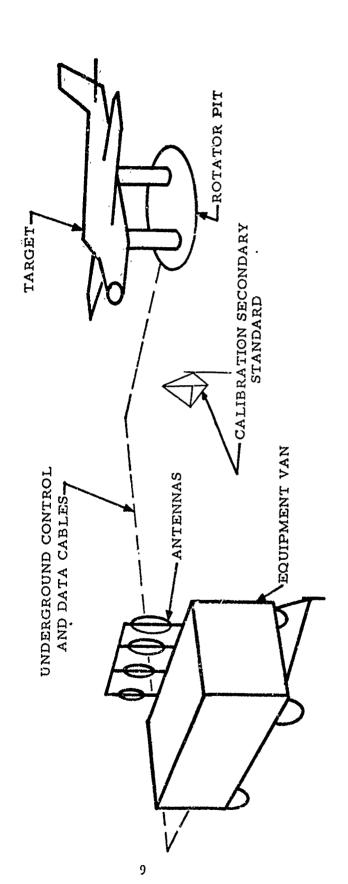


Figure 2. Elements of the Radar Measurement Range

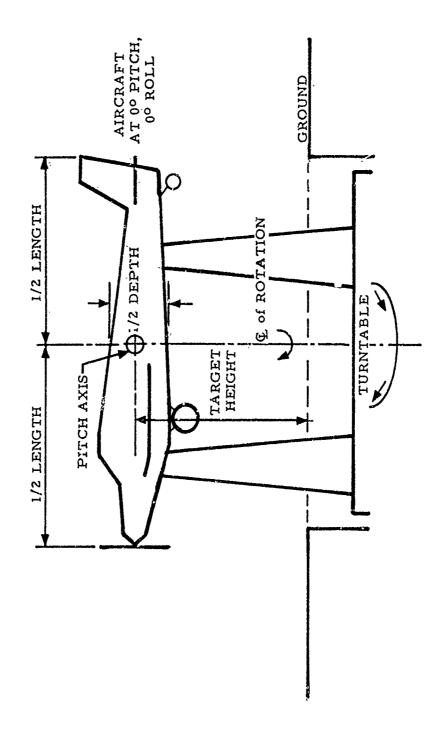


Figure 3. Aircraft Mounting Geometry Showing Location of Pitch Axis, Yaw Axis and Designation of Target Height

CONTOURS OF EQUAL dbsm

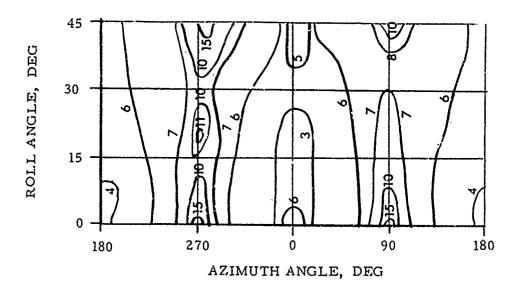


Figure 4. Affect of Roll Angle on Median RCS at 2800MHz, VV Polarization

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PAGE RUN FREQ MHz) NO. 51 1024 2700 52 1036 2700 53 893 2700 54 1112 2700 55 1133 2700 56 1021 2700 57 1038 2700 58 904 2700 59 1101 2700 50 1136 2700	MBER	73-01		Table III	DATA PLOT INDEX Sheet 2,
GE RUN 1 1024 12 1036 13 893 14 1112 15 1133 16 1023 17 1038 18 904 1011 0 1136	FREQ (MHz) 2700				-
1024 1036 893 1112 1133 1023 1038 904 1101	2700	POLARI- ZATION	PITCH ANGLE	ROLL ANGLE	TARGET CONFIGURATION AND REMARKS
1036 893 1112 1133 1023 1038 904 1101	2700	RR	-10	0	Super Cub PA-18 Airplane
893 1112 1133 1023 1038 904 1101		RR	- 5	0	Super Cub PA-18 Airplane
1112 1123 1023 1038 1038 1101	2700	RR	0	0	Super Cub PA-18 Airplane
1133 1023 1038 904 1101	2700	RR	+ 5	0	
1023 1038 904 1101 1136	2700	RR	+10	0	PA-18
1038 904 1101 1136	2700	RR	-10	ភ	PA-18
904 1101 1136	2700	RR	- 5	5	PA-18
1101	2700	RR	0	5	
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1010	2700	RR	-10	10	
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	2700	RR		10	
64 1098	2700	RR	+	10	Super Cub DA-18 Aimlana
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-	2700	00	a u	36	Super Cub FA-10 Airplane
150	2700	44		07	Super Cub FA-18 Airplane
1007	2200	X C		02	Super Cub PA-18 Airplane
22.	0077	XX I	<u>.</u>	20	Super Cub PA-18 Airplane
7 250	2700	XX I	+10	20	Super Cub PA-18 Airplane
283	2700	RR	-10	30	
1073	00/2	RR	- 5	30	
432	2700	KK		1	Super Cub PA-18 Airplane
1084	2700	RR	+ 5	30	Super Cub PA-18 Airplane
1157	2700	RR	+10	30	. 1
970	2700	RR	-10	45	Cub PA-18
949	2700	RR	- 5	-	Cub PA-18
946	2700	RR	0		Guh PA-18
1196	2700	RR	+ 5	45	Cub PA-18
1145	2200	RR	+10	45	
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Cub PA-18	45 Su	 - -	VV	2800	943	109
Cub PA-18		- 5	٧٧	2800	952	108
Cub PA-18.	_	-10	VV	2800	973	107
Cub PA-18	_	+10	VV	2800	1160	106
Cub PA-18	_	+ 5	VV	2800	1081	105
Cub.PA-13	_	0	VV.	2800	938	104
Cub PA-18		1 5	VV	2800	1076	103
Cub PA-18	_	01-	VV	2800	980	102
Cub PA-18		10	Ψ	2800	1153	101
Cub PA-18		+ 57	VV	2800	1090	100
Cub PA-18		o	VV	2800	917	99
Cub PA-18	20 Su	- 5	VV	2800	1067	98
Cub PA-18.		-10	VV	2800	1001	97
Cub PA-18		+10	VV	2800	1146	96
Cub PA-18 Airplane		+ 5	VV	2800	1095	.95
Cub PA-18.	10 Su	0	VV	2800	910	94
Cub PA-18		- 5	ΨV	2800	1062	93
Cub PA-18		-10	VV	2800	1013	92
Cub PA-18	_	+10	vv	2800	1139	91
Cub PA-18		÷ 5	γγ	2800	1102	90
Cub PA-18	5 Su	0	VV	2800	901	89
Cub PA-18	5 .Su	55	VV	2800	104;	88
Cub PA-18	5 Su	-10	VV	2800	1020	87
Cub PA-18	0 Su	-	vv	2800	1132	86
Cub PA-18		÷ 5	vv	2800	1109	85
Cub PA-18		0	VV	2800	896	84
Cub PA-18	0 Su	- 5	VV	2800	1034	83
Super Cub PA-18 Airplane		-10	vv	2800	1027	82
TARGET CONFIGURATION AND REMARKS	ROLL ANGLE	PITCH ANGLE	POLARI- ZATION	FREQ (MHz)	RUN	PAGE NO.
DATA PLOT INDEX Sheet 3	Table III l		73-01	UMBER	CONTROL NUMBER	CON
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CONJ	CONTROL NUMBER	имвек	73-01		Table III	DATA PLOT INDEX Sheet 4
PAGE NO.	RUN	FREQ (MHz)	POLARI- ZATION	PITCH ANGLE	ROLL	TARGET CONFIGURATION AND REMARKS
113	1025	2800	нн	-10	0	Super Cub PA-18 Airplane
114	1032	2800	нн	9 -	0	Super Cub PA-18 Airplane
115	895	2800	нн	0	0	Super Cub PA-18 Airplane
116	1111	2800	нн	5 +	0	Super Cub PA-18 Airplane
117	1131	2800	НН	01÷	0	Super Cub PA-18 Airplane
118	1019	2800	нн	-10	5	Super Cub PA-18 Airplane
119	1039	2800	HH	- 5	5	Super Cub PA-18 Airplane
120	902	2800	нн	0	5	PA-18
121	1104	2800	HH	+ 5	5	PA-18
122	1138	2800	НН	+10	5	PA-18
123	1012	2800	нн	-10	10	Cub PA-18
124	1061	2800	нн	- 5	10	Cub PA-18
125	806	2800	нн	0	10	Cub PA-18
126	1097	2800	нн	+ 5	10	Super Cub PA-18 Airplane
127	1145	2800	HH	+10	10	Cub PA-18
128	1002	2800	нн	-10	20	Super Cub PA-18 Airplane
129	1068	2800	нн	I I	20	Super Cub PA-18 Airplane
130	915	2800	HH	0	20	Super Cub PA-18 Airplane
131	1089	2800	нн	+ 2	20	Super Cub PA-18 Airplane
132	1152	2800	нн	+10	20	Super Cub PA-18 Airplane
133	979	2800	田田	-10	30	Super Cub PA-18 Airplane
134	1075	21 00	HH	- 5	30	Super Cup PA-18 Airplane
135	937	2800	HH	0	30	Super Cub PA-18 Airplane
136	1082	2800	HH	+ 5	30	Super Cub PA-18 Airplane
137	1159	2800	HH	+10	30	Super Cub PA-18 Airplane
138	972	2800	HH	-10	45	Super Cub PA-18 Airplane
139	951	2800	нн	5	45	Super Cub PA-18 Airplane
140	944	2800	HH	0	45	Super Cub PA-18 Airplane
141	1194	2800	HH	+ 5	45	Super Cub PA-18 Airplane
142	1187	2800	HH	+10	45	Super Cub PA-18 Airniane
143	1167	2800	HH	N/A	N/A	Background with columns and transitions
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Super Cub PA-18 Airplane			100	2800	2911	174
7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	45	+10	R R	2800	1186	173
Cub PA-18	45	+ 5	RR	2800	1195 i	172
Cub PA-18	45	0	RR	2800	945	121
Cub PA-18	45	1 55	RR	2800	950	170
Cub PA-18	45	-10	RR	2800	971	169
Cub PA-18	30	+10	RR	2800	1158	168
Cub PA-18	30	+ 5	RR	2800	1083	167
Cub PA-18	30	0	RR	2800	936	166
Cub PA-18	30	- 5	RR	2800	1074	165
Cub PA-18	30	-10	RR	2800	978	164
PA-18	20	+10	RR	2800	1151	163
Cub PA-18	20	+ 5	RR	2800	1088	162
Cub PA-18	20	0	RR	2800	916	161
Cub PA-18	20	5	RR	2800	1069	160
Cub PA-18	20	-10	RR	2800	1008	159
Cub PA-18	10	+10	RR	2800	1144	158
Cub PA-18	10	+ 5	RR	2800	1096	157
Cub PA-18	10	0	RR	2800	909	156
Cub PA-18	10	- 5	RR	2800	1060	155
Cub PA-18	10	-10	RR	2800	1011	154
Cub PA-18	5	+10	RR	2800	1137	153
Cub PA-18	5	+ 5	RR	2800	1103	152
Cub PA-18	5	0	RR	2800	903	151
Cub PA-18	5	- 5	RR	2800	1040	150
Cub PA-18	5	-10	RR	2800	1018	149
Cub PA-18	0		RR	2800	1130	148
Cub PA-18	0	+ 5	RR	2800	1110	147
Cub PA-18	0	0	RR	2800	894	146
Cub PA-18	0	- 5	RR	2800	1033	145
Super Cub PA-18 Airplane	0	-10	RR	2800	1026	144
TARGET CONFIGURATION AND REMARKS	ROLL	PITCH ANGLE	POLARI- ZATION	FREQ (MHz)	RUN	PAGE NO.
DATA PLOT INDEX Sheet 5	Table III		73-01	UMBER _	CONTROL NUMBER	CON

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CON	TROL N	CONTROL NUMBER	73-01		Table III	DATA PLOT INDEX Sheet 6
PAGE NO.	RUN	FREQ (MHz)	POLARI- ZATION	PITCH ANGLE	ROLL	TARGET CONFIGURATION AND REMARKS
175	1028	2900	VV	-10	0	Super Cub PA-18 Airplane
176	1030	2900	ΛΛ	- 5	0	Super Cub PA-18 Airplane
177	868	2900	$\Lambda\Lambda$	0	0	Super Cub PA-18 Airplane
178	1107	2900	ΛΛ	2 +	0	Super Cub PA-18 Airplane
179	1128	2900	AA	+10	0	Super Cub PA-18 Airplane
180	1016	2900	۸۸	-10	5	Super Cub PA-18 Airplane
181	1042	2900	ΛΛ	- 5	5	Super Cub FA-18 Airplane
182	899	2900	ΛΛ	0	5	Super Cub PA-18 Airplane
183	1106	2900	ΛΛ	+ 5	2	Super Cub PA-18 Airplane
184	1141	2900	ΛΛ	+10	ις.	Cub PA-18
185	1015	2900	۸۸	-10	10	Cub PA-18
186	1064	1 2900	ΛΛ	- 5	10	Cub PA-18
187	911	2900	ΔΛ	0	10	Cub PA-18
188	1093	2900	ΛΛ	+ 5	10	Cub PA-18
189	1142	2900	ΛΛ	+10	01	Cub PA-18
190	1004	2900	VV	-10	20	Super Cub PA-18 Airplane
191	1065	2900	VV	- 5	20	
192	918	2900	۸۸	0	20	Super Cub PA-18 Airplane
193	1092	2900	VV	+ 5	20	Super Cub PA-18 Airplane
194	1155	2900	۸۸	+10	20	Super Cub PA-18 Airplane
195	976	2900	ΛΛ	-10	30	Super Cub PA-18 Airplane
196	1078	2900	VV	- 5	30	Super Cub PA-18 Airplane
197	940	2900	VV	0	30	Super Cub PA-18 Airplane
198	1079	2900	VV	+ 5	30	Super Cub PA-18 Airplane
199	1162	2900	VV	+10	30	Super Cub PA-18 Airplane
200	975	2900	VV	-10	45	Super Cub PA-18 Airplane
201	954	2900	VV	- 5	45	Cub PA-18
202	941	2900	VV	0	45	Super Cub PA-18 Airplane
203	1191	2900	۸۸	+ 5	45	Cub PA-18
204	1190	2900	ΛΛ	+10	45	Super Cub PA-18 Airplane
205	1169	2900	VV	N/A	N/A	Background with columns and transitions
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CONT	CONTROL NUMBER	JMBER	73-01		Table III	DATA PLOT INDEX Sheet 7
PAGE No.	RUN	FREQ (MHz)	POLARI- ZATION	PITCH ANGLE	ROLL ANGLE	TARGET CONFIGURATION AND REMARKS
206	1029	2900	RR	-10	0	Super Cub PA-18 Airplane
207	1031	2900	RR	- 5	0	Super Cub PA-18 Airplane
208	897	2900	RR	0	0	Super Cub PA-18 Airplane
209	1108	2900	RR	+ 5	Ö	Cub PA-13
210	1129	2900	RR	+10	0	Super Cub PA-18 Airplane
211	1017	2900	RR	-10	ຫ	Cub PA-18.
212	1043	2900	RR	- 5	5	Cub PA-18
213	900	2900	RR	0	55	Cub PA-18.
214	1105	2900	RR	·+ 5	տ	Cub PA-18
215	1140	2900	RR	+10	ហ	Cub PA-18
216	1014	2900	RR	-10	10	Super Cub PA-18 Airplane
217	1063	2900	RR	J UJ	10	Cub
218	912	2900	RR	0	10	Cub PA-18
219	1094	2900	RR	+ 5	10	Cub PA-18 Airplane
220	1143	2900	RR	+10	10	Cub PA-18
221	1003	2900	RR	-10	20	Cub PA-18
222	1066	2900	RR	ı Uī	20	Super Cub PA-18 Airplane
223	616	2900	RR	0	20	Cub PA-18
224	1091	2900	RR	+ 5	20	Cub PA-18
225	1154	2900	RR	+10	20	Cub PA-18
226	977	2900	RR	-10	30	Cub PA-18
227	1077	2900	RR	- 5	30	Cub PA-18
228	939	2900	RR	0	30	Cub PA-18
229	1080	2900	RR	+ 5	30	Cub PA-18
230	1161	2900	RR	_	30	Cub PA-18
231	974	2900	RR	÷10	45	Cub PA-18
232	953	2900	RR	5	45	Cub PA-18
235	942	2900	RR	Γ ⁻	45	Cut 12A-18
234	1192	2900	RR	+	₹5 -	81-A مطب
235	1.89	2900	BB I	+10	5 .	81-98 שנניי
230	8911	2900	RR	N/A	Υ' A	d will.
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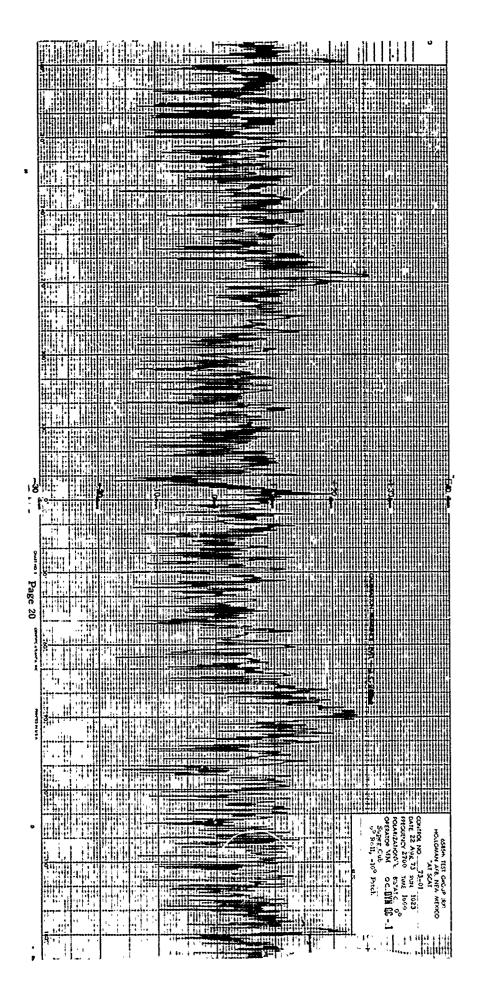
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PAGE NO.	RUN	FREQ (MHz)	POLARI- ZATION	PITCH ANGLE	ROLL	TARGET CONFIGURATION AND REMARKS
237	1509	1250	۸۸	0	0	Super Cub PA-18 Airplane
238	1508	1250	нн	0	0	Super Cub PA-18 Airplane
239	1546	1250	RR	0	0	Super Cub PA-18 Airplane
240	1510	1350	VV	0	0	Super Cub PA-18 Airplane
241	1511	1350	нн	. 0	0	Super Cub PA-18 Airplane
242	1547	1350	RR	0	0	Super Cub PA-18 Airplane
243	1564	5000	\ \ \ \ \	0	0	Super Cub PA-18 Airplane
244	1563	5000	HH	0	0	Super Cub PA-18 Airplane
245	1561	5400	ΛΛ	0	0	Super Cub PA-18 Airplane
246	1562	5400	HH	0	0	Super Cub PA-18 Airplane
247	1574	5000	۸۸	A/N	N/A	Background with columns and transitions
248	1575	5000	НН	N/A	N/A	Background with columns and transitions
249	1577	5400	۸۸	N/A	N/A	Background with columns and transitions
250	1576	5400	нн	N/A	N/A	Background with columns and transitions
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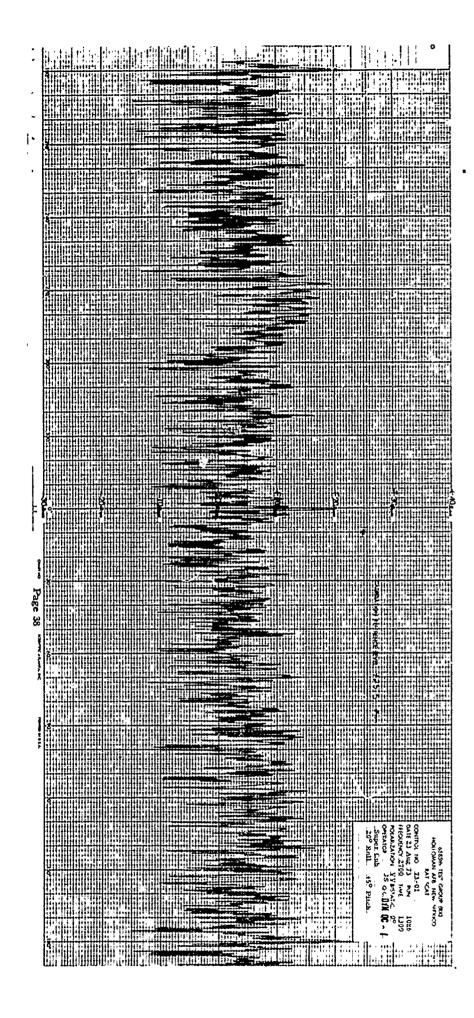
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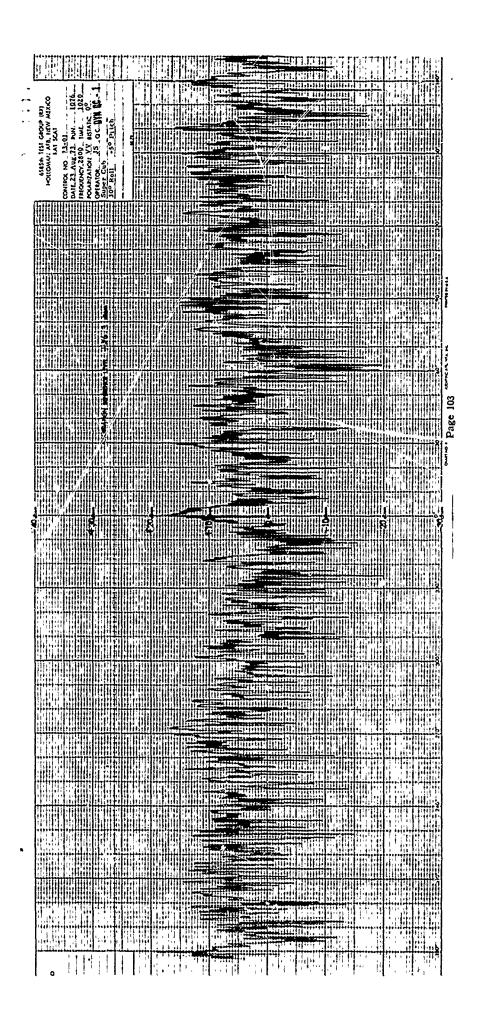
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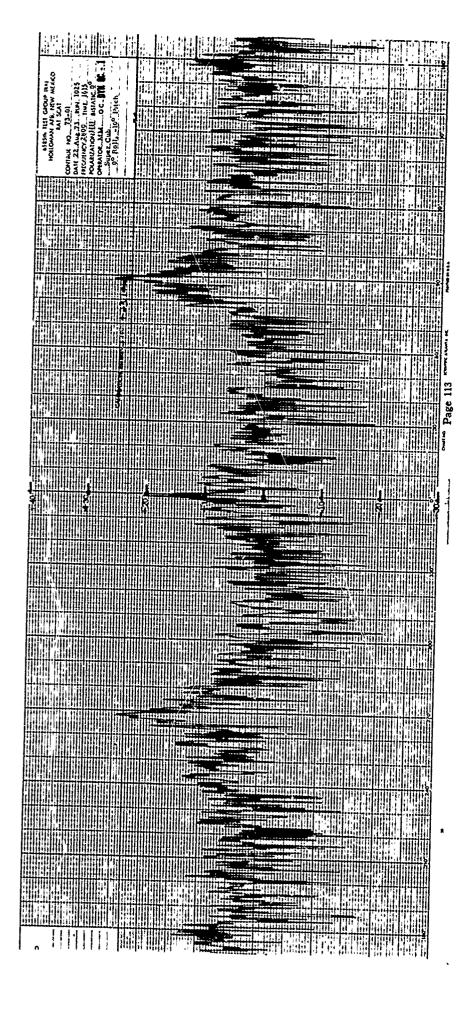
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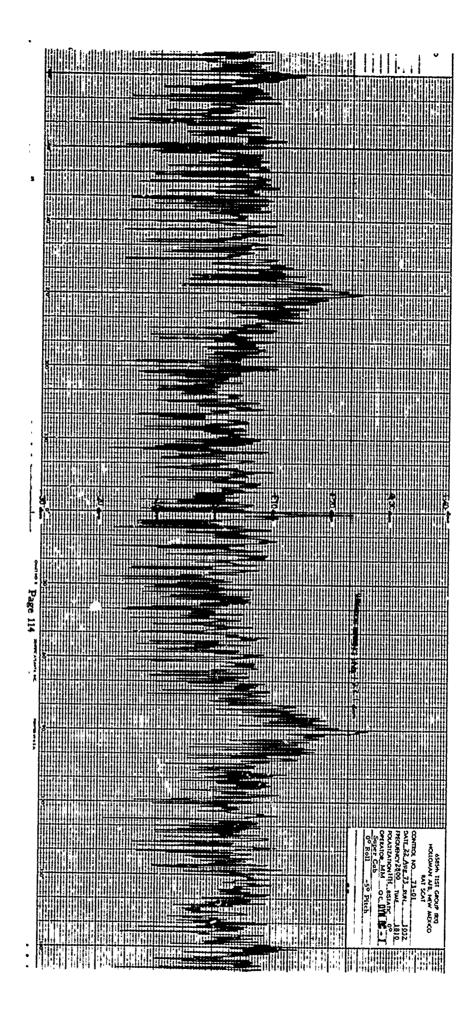
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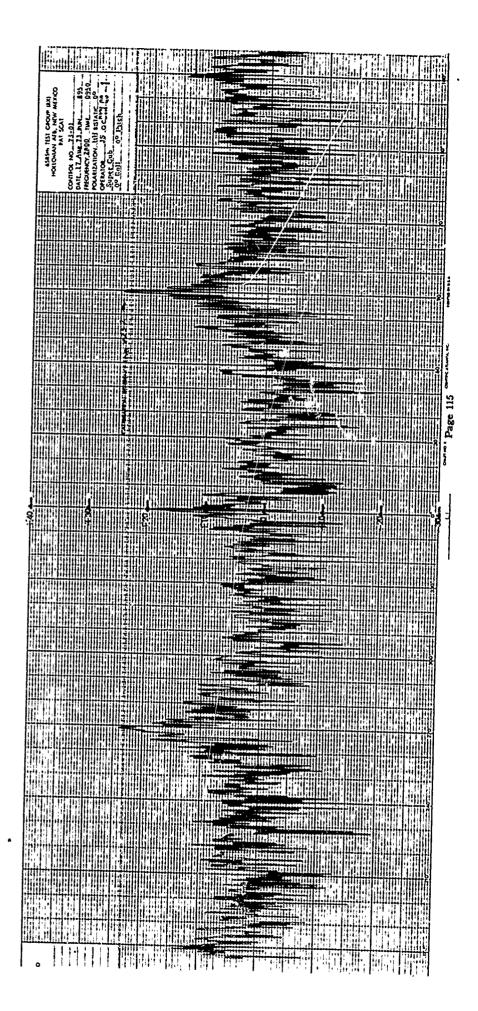
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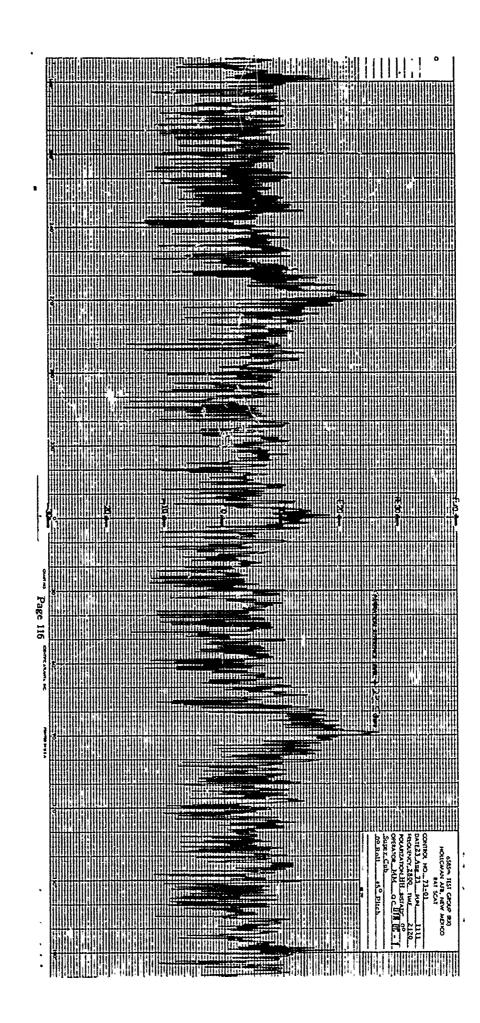
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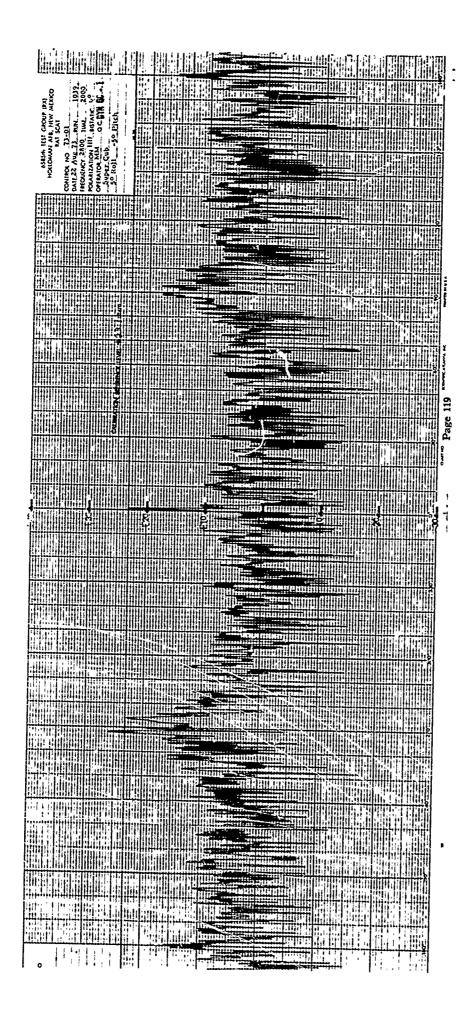
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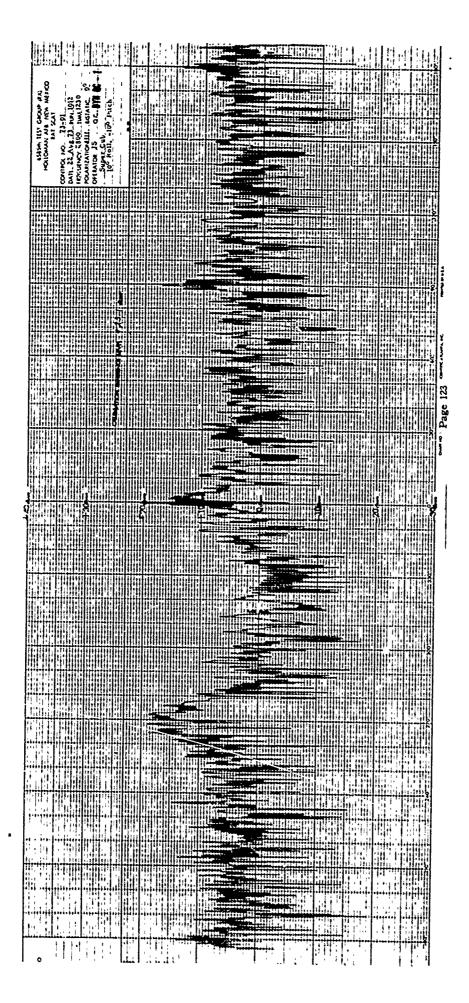












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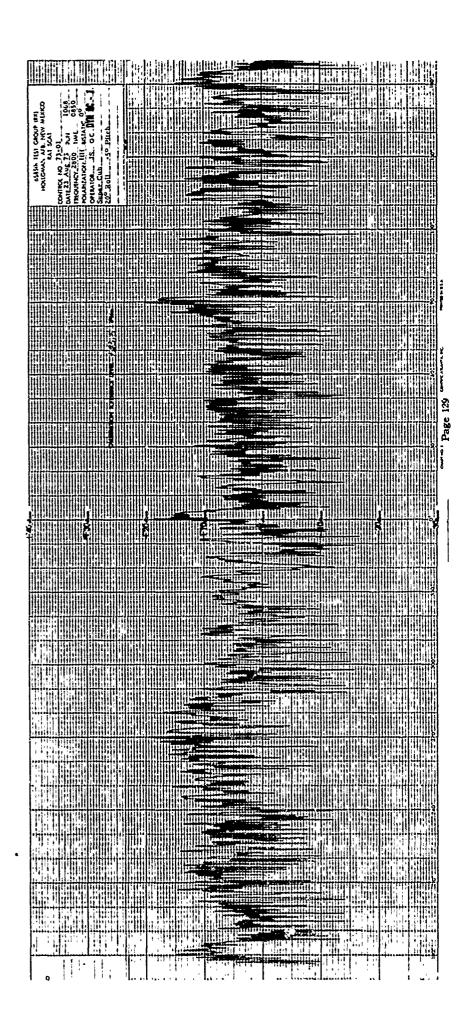
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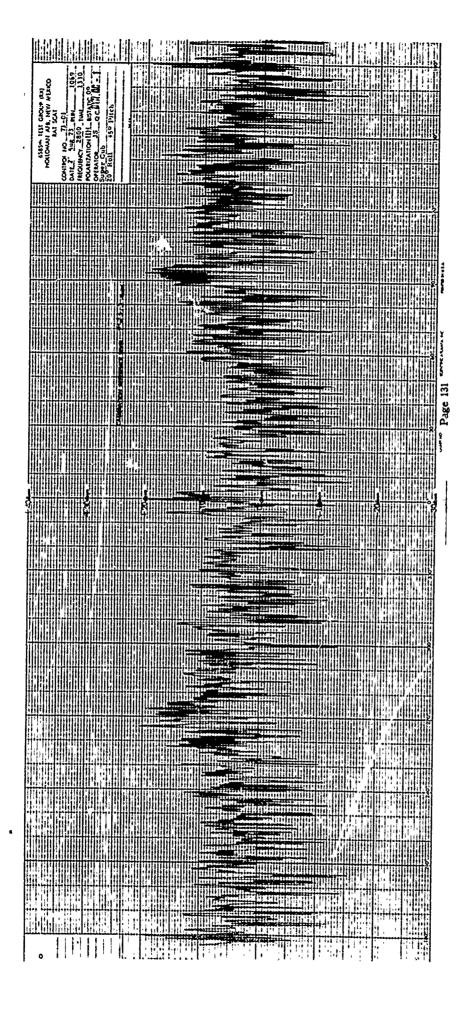
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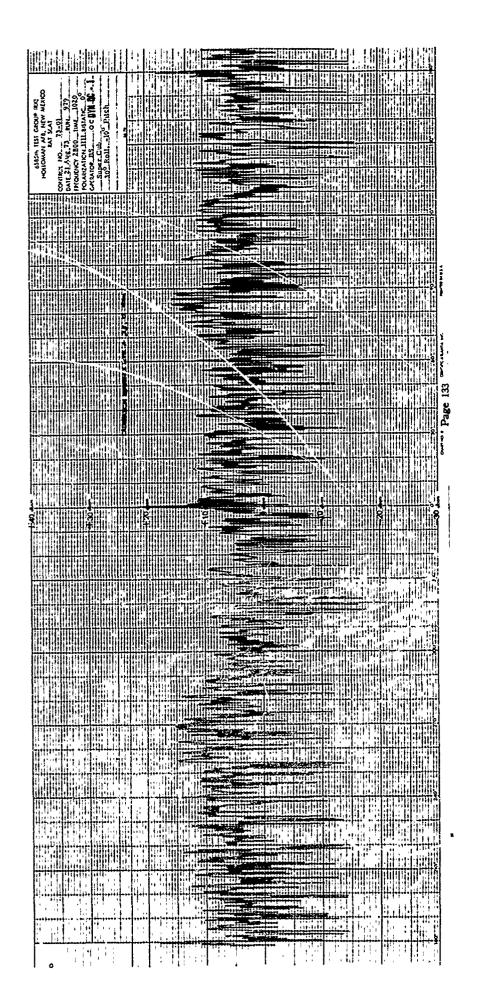
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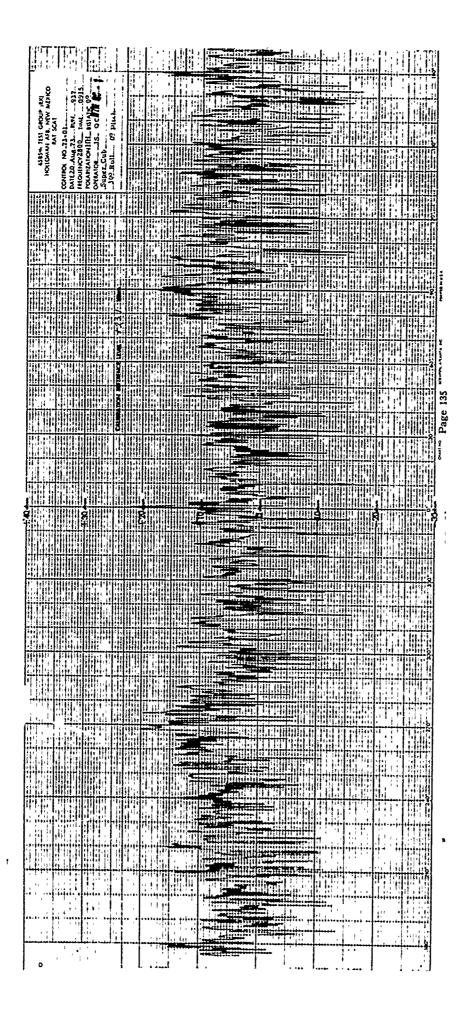
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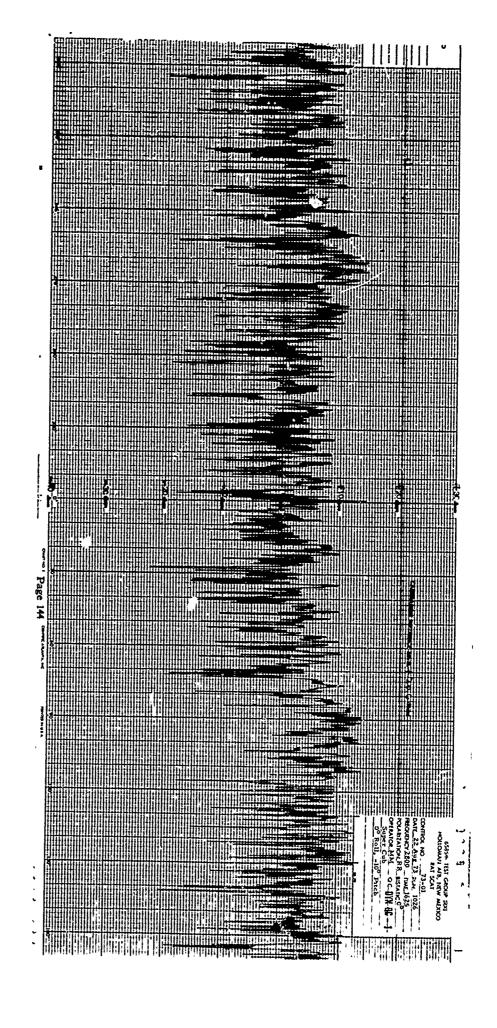
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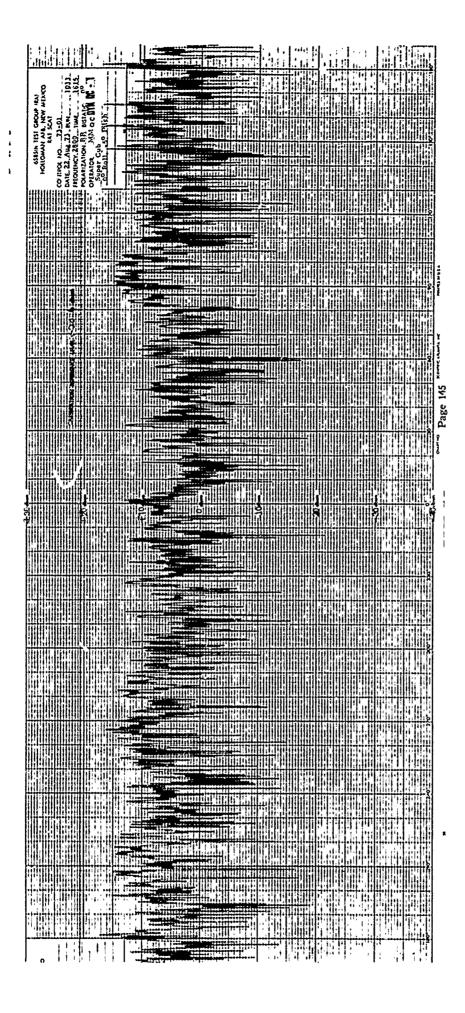
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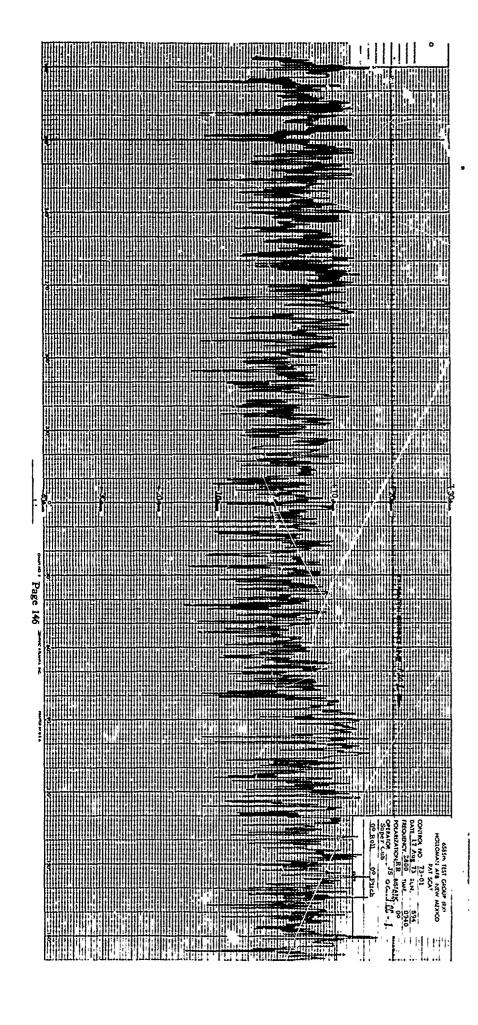
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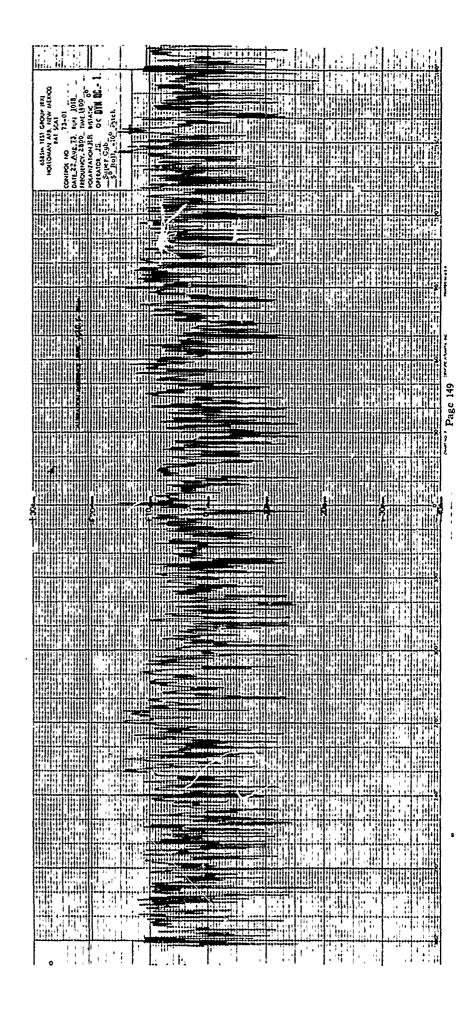
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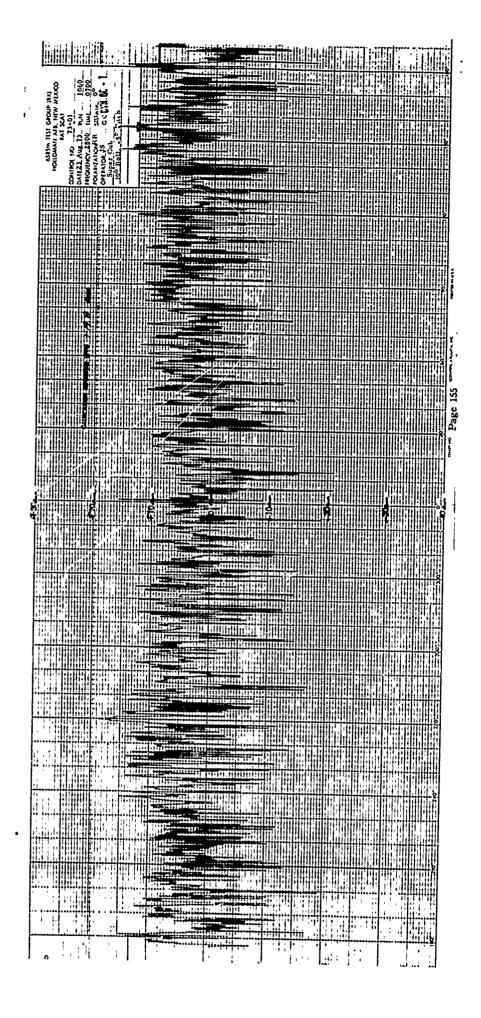




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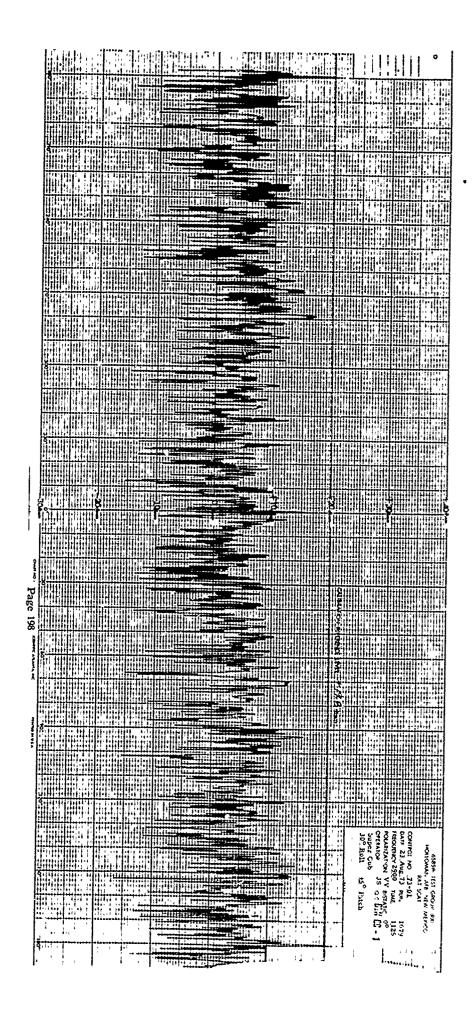
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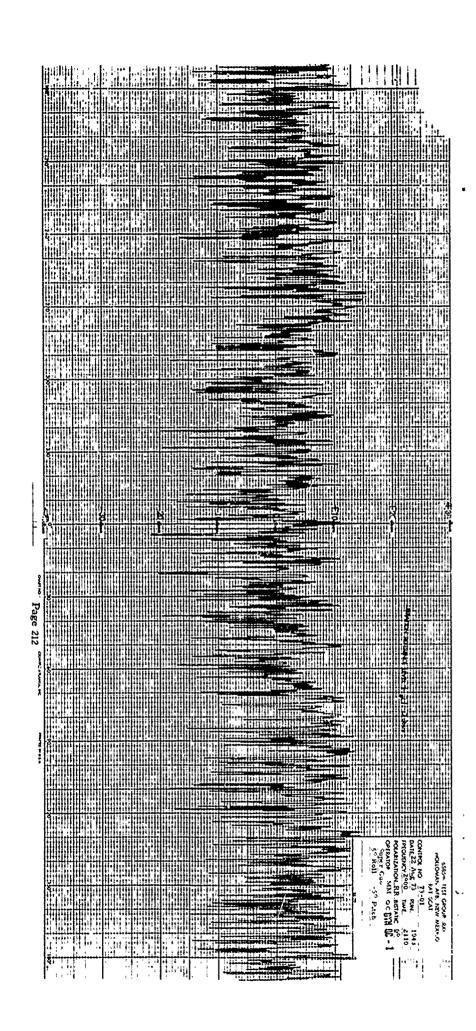
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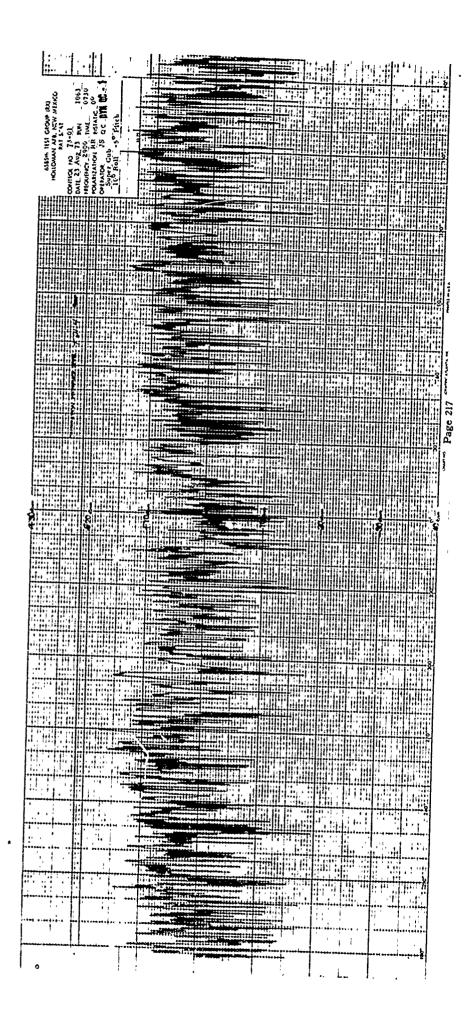
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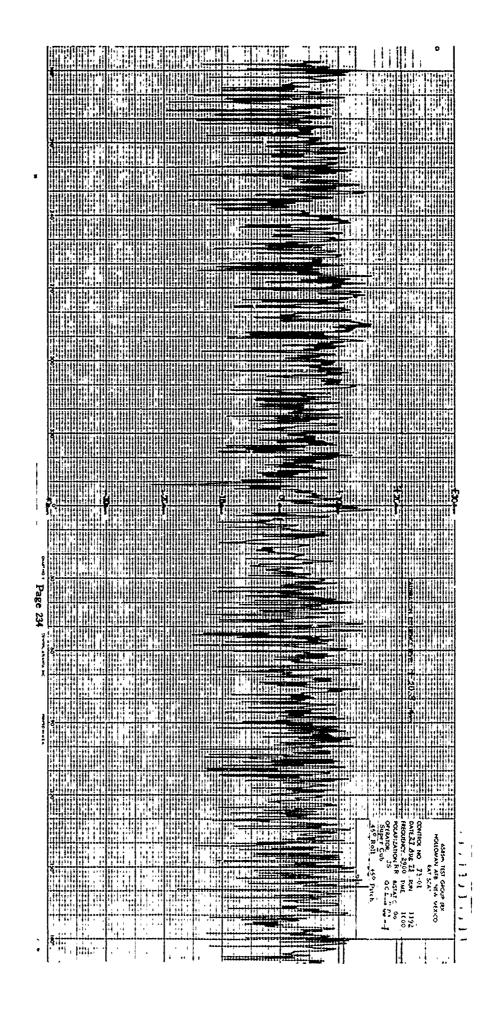
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# APPENDIX A SITE INTRODUCTION

#### 1. GENERAL

RAT SCAT is a static ground plane radar cross section measurement site, located on Alkali Flats near Holloman Air Force Base, New Mexico. It is authorized by the DOD for use by governmental agencies. It is under the auspices of the 6585th Test Group, Air Force Special Weapons Center, Kirtland Air Force Base, New Mexico.

A ground plane range utilizes radar energy reflected from the earth as well as radar energy traveling directly to the target through the atmosphere. When the antennas and target are adjusted to proper heights, coherent phase addition of these electromagnetic waves into a flat wave front, enhances the system sensitivity. Radar returns from objects near the earth's surface are reduced thus suppressing target area interference. Target area interference is reduced further through the use of special polyfoam support columns, radar absorptive materials (RAM), and rotators located below the earth's surface (in pits).

Pulsed transmitters are employed to enable utilization of the range gated receiving system, which can selectively measure radar returns from the target area or the range displaced transfer standard. Background interference outside the target range is eliminated by range gating. Operation without background cancellation is therefore practical.

#### 2. CAPABILITIES

The RAT SCAT electronic equipment and controls are housed in a permanent building. Three separate range lengths (458 feet, 1158 feet, and 2458 feet) are provided for range variation as shown in Figure A-1. This allows the use of convenient antenna and target heights while satisfying the far field criterion for most targets. (Special 40-foot antenna towers are attached to the building for antenna height positioning.) Further versatility is provided by two mobile equipment vans, one for monostatic range length variation and one for bistatic measurements. A duplicate set of control and data consoles in the main building enables simultaneous operation of any two of the three ranges. A summary of the RAT SCAT characteristics is contained in Table A-1.

#### CALIBRATION

The normal method of calibration at RAT SCAT is to mount a primary standard (precision sphere) scatterer with a known radar cross section and record the corresponding signal level. Then the return from another secondary standard (corner or Luneberg lens) scatterer

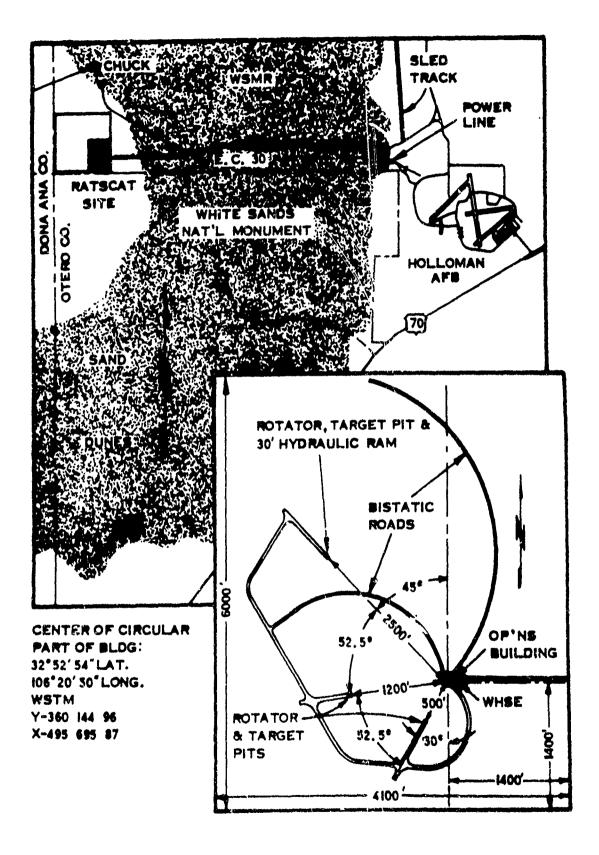


Figure A-1 MAP OF RAT SCAT SITE
A-2
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# TABLE A-1

# RAT SCAT CHARACTERISTICS OF ELECTRONIC EQUIPMENT

Power Output	1 KW nominal bands 1 through 8, 25 KW nominal Ku, Ka bands					
Pulse Width	0.1 to 1.0 microsecond					
Pulse Repetition Frequency	500 ι 5000 pps .					
No. of Receiving Systems	Two per band, (one monostatic and one bistatic)					
Receiver Minimum Detectable	-94 dbm rominal					
Signal	3					
Receiver Bandwidth	2 or 10 Mhz (selectable)					
Range Gate Width	0.1 to 1.0 microsecond (50 to 500 feet)					
Dynamic Range	70 db					
Linearity	+0.5 db					
Equipment Stability	0.1 db/hour (Average)					
Analog Data Format	Polar and rectangular plots of cross					
3	section, glint and phase vs					
	aspect angle					
Digital Data Format	7 or 9 track magnetic (see Appendix C)					
Antennas	1, 2, 3, 4, 6, 10, and 16 foot parabolic					
	dishes (smaller and larger					
	dishes available for special					
	tests)					
Antenna Feeds	Linear and circular horns with VSWR less					
	than 2.0 to 1.0					
Polarization	Horizontal, vertical, circ , elliptical					
	in any transmitting and					
	receiving configuration.					
Background Level	As low as -80 dbsm (frequency dependent)					
Background Reduction	Tuned columns and vector subtraction by					
	using phase and amplitude					
	measurements to reduce back-					
	ground by 20 db					
Phase Measurement	Unique RAT SCAT capability for vector sub-					
	traction or scattering matrix					
	applications					
Azimuth Resolution	0.1 or 0.01 degree as applicable					
Maximum Target Weight	40,000 pounds					
Target Size	Greater than 60-foot length					
Bistatic Capability	Primary ranges of 458 , 1158 , and 2458					
	feet for 0 to 160 degree					
	bistatic angle					
Frequency Coverage	100 to 18,000 MHz continuous, Ku, Ka					
	lead and the City					

A-3 UNCLASSIFIED bands and 95 GHz

Band 1 - 100 to 250 MHz Band 2 - 250 to 500 MHz Band 3 - 500 to 1000 MHz Band 4 - 1000 to 2000 MHz Band 5 - 2000 to 4000 MHz Band 6 - 4000 to 8000 MHz Band 7 - 8000 to 12,000 MHz Band 8 - 12,000 to 16,000 MHz Ku, Ka bands; 95 GHz 300 feet minimum

Range Length

Building/Pit 1 - 458 ft Building/Pit 2 - 1158 ft Building/Pit 3 - 2458 ft Monostatic Van/Pits 1, 2, or 3 - variable range length

displaced in range is recorded as a transfer standard. Both the precision standard return and the transfer standard return are recorded on the same plot. Thereafter, radar cross section calibration is determined by referencing the transfer standard return for every run. Thus every run is recalibrated. The comparisons of primary and transfer standards accomplished before and after each measurement series are identified respectively as calibration and post-calibration. If the direct ratio of primary to secondary readings is not maintained before and after the measurement series, then all runs between are invalid and must be repeated.

The calibration reference level marked on each data plot is related to the transfer standard level. This reference level may under controlled conditions differ from the actual transfer standard signal level since precision calibrated attenuation is sometimes inserted in the receiver line. When such attenuation is inserted, returns from the transfer standard are reduced to a level compatible with the scale used for the target measurements. The 70 db dynamic range of the plot is placed to include the range of returns expected from the vehicle being measured. In some cases two runs are necessary to be plotted for direct overlay to include the dynamic range of the vehicle if it exceeds 70 db. Calibration plots are included with the target data when requested by the user.

The sphere calibration plots will not necessarily be straight lines. If the background return is within 20 db of the sphere return, for example, a variation in sphere return of approximately 1 kdb can result. For calibration the sphere is intentionally placed at least 1/2 wavelength off the center of table rotation to insure sufficient phasing with the background return. The average sphere return is then chosen for a calibration level. This avoids the peak errors involved with coherent addition of sphere return and background return and allows the minimum errors involved with non-coherent addition of the returns. This is indicated in Figure A-2.

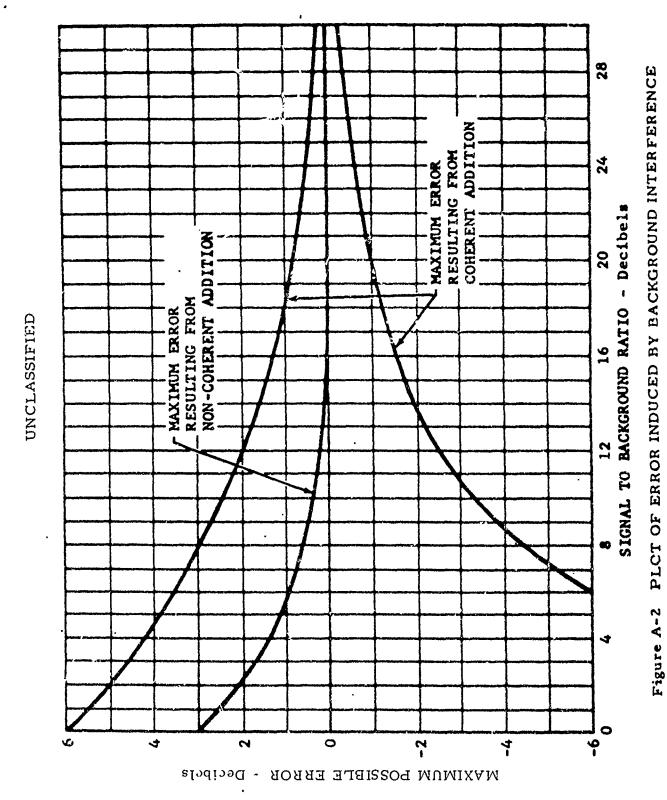
### 4. OPERATING PROCEDURES

The following step-by-step procedure is standard in obtaining monostatic radar cross section measurements after frequency, feeds, antennas, antenna height, target height, and pit (range length) have been chosen:

- 1. Calibration As described in previous section.
- 2. Horizontal and vertical probes (field strength measurements at the target area) Horizontal probes at the target area have been shown to be redundant for azimuthal boresighting. For this reason, these probes are taken only upon request for examination of near field effects.

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Vertical probes are taken at the target area to determine power variation as a function of target height. If necessary, antenna height is varied to obtain an acceptable vertical probe which then necessitates a new calibration.

- 3. Background The background level with the target mount in place is measured in each polarization to be used.
- 4. Measurement The measurement is made with the vehicle in the position previously occupied by the primary standard.
- 5. Calibration The primary calibration is repeated to verify calibration (post calibration).

# APPENDIX B TARGET ORIENTATION AND DATA FORMAT

#### 1. COORDINATE SYSTEM

The coordinate system described herein has been adopted as a standard for RAT SCAT operations. The system is referenced both to the vehicle being measured and to the measurement site.

#### a. Vehicle Reference

A three-axis system, referenced to an arbitrary vehicle, is illustrated in Figure B-1. In this system three mutually perpendicular planes (yaw, pitch, and roll) are passed through the vehicle so that the pitch and y, w planes mutually intersect on the longitudinal axis of the vehicle. These planes remain fixed with respect to the vehicle, regardless of vehicle rotation with respect to the radar or ground plane. The yaw plane, which includes the pitch axis and the roll axis, is numbered from 0 degrees to 360 degrees in a clockwise direction when the vehicle is viewed from above. The nose-on aspect corresponds to 0 degrees, the starboard side of the vehicle corresponds to 90 degrees, and the port side to 270 degrees. The pitch plane, which contains the roll axis and the yaw axis is numbered from 0 degrees to 1 180 degrees; the + 90 degree point is below the center line, and the - 90 degree point is above the center line. The roll plane contains the yaw axis and the pitch axis. It is numbered from 0 degrees to 360 degrees, and the numbers increase in a counterclockwise direction when the vehicle is viewed from the rear.

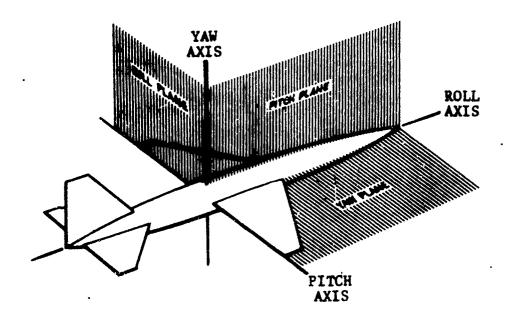
#### b. Site Reference

As previously stated the coordinate system is fire with respect to the vehicle. It is referenced to the site by means of three index marks. The exact value of any of the three angles is determined by noting the value of the vehicle coordinate opposite the index marks. Index marks come from such devices as bubble levels, inclinometers and transits.

As illustrated in Figure B-2, the index for roll angles is normal to the axis of rotation. As illustrated in Figure B-3, the index for pitch angles is normal to the axis of rotation and in line with the apparent source of radiation. For measurements at the RAT SCAT Site, targets can be mounted to provide desired pitch and roll angles.

### c. Coordinate System Tilt

For small targets another angle, tilt, can be utilized in recording useful data. This angle, equipment-limited to less than 15 degrees, is formed by the axis of rotation and the normal to the line of sight to the



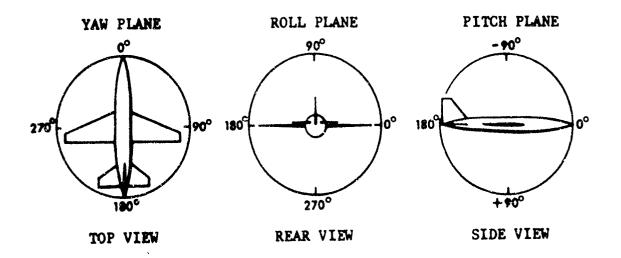
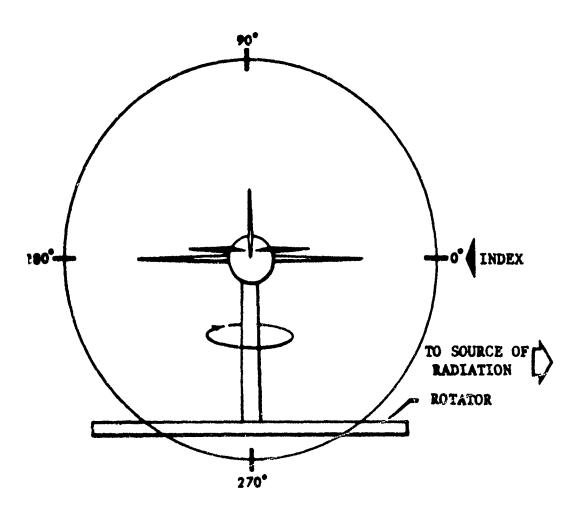


Figure B-1 VEHICLE COORDINATE SYSTEM
B-2
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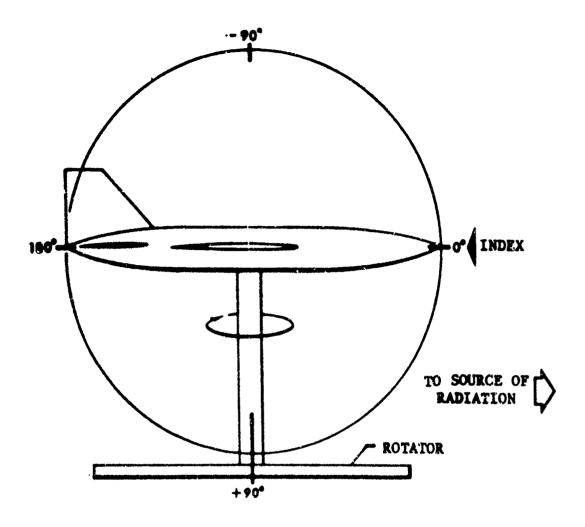
NOTE: The roll scale is fixed to the vehicle.

The amount of roll is determined by noting the number of degrees opposite the index. Clockwise rotation of the target (when viewed from the rear) increases the roll angle.

Figure B-2 TARGET ORIENTATION - ROLL

B-3

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NOTE: The pitch scale is fixed to the vehicle.

The number of degrees of pitch is determined by noting the scale value opposite the index.

Figure B-3 TARGET ORIENTATION - PITCH

B-4 UNCLASSIFIED

apparent source of radiation. Since, ir a ground plane range, radiation can be considered to emanate from a point with zero height directly beneath the antennas, a zero-degree tilted axis of rotation is slightly off the geometrical vertical. This small deviation from the geometrical vertical is neglected in the following discussions.

A target mounted with a pitch angle other than zero displaces the yaw axis from the vertical, but not the axis of rotation. The axis of rotation is displaced from the vertical only when non-zero tilt is employed. Tilting toward the radar is considered positive tilt and away from the radar is negative tilt. For monostatic measurements tilt will be measured in the vertical plane containing the line of sight between the radar and the target. The difference between pitch and tilt is shown in Figure B-4.

#### 2. DATA FORMAT

Data recorders obtain azimuth angle information by means of precision synchro signals from the position of the rotating table. The line of sight from the antennas to the center of the rotator, as illustrated in Figure B-5, indexes azimuth angles. As used here the term azimuth refers to the position of the target rotator table. With zero degrees of pitch and roll, azimuth and yaw are identical. It is standard practice to turn the rotator in a clockwise (cw) direction as viewed from above. Consequently, the azimuth angle varies, for example from 180 degrees (tail-on) to 90 degrees (starboard-side) to 0 degrees (nose-on) to 270 degrees (port-side).

#### a. Polar and Rectilinear Plots

Essential information pertinent to each plot is contained in the information block located in the upper right hand corner of the rectilinear plots and in the second quadrant of the polar plots. Each rectilinear plot has the recording of the return from the left side of the vehicle on the left side of the plot, 0 degrees at the center, and the recording of the return from the right side of the vehicle on the right side of the plot; 180 degrees (tail-on) appears at the right and left extremeties of the plot, as shown in Figure B-6. Since the paper moves from left to right under the recorder pen, it should be noted that measurements are limited at 180 degrees in order to obtain continuous measurements on the recorder paper. The table on the polar recorder is rotated in the same directions as the target so the 90-degree point appears on the right side of the polar plot, the 270 degree point on the left, and the zero or 360 degree point at the top of the plot.

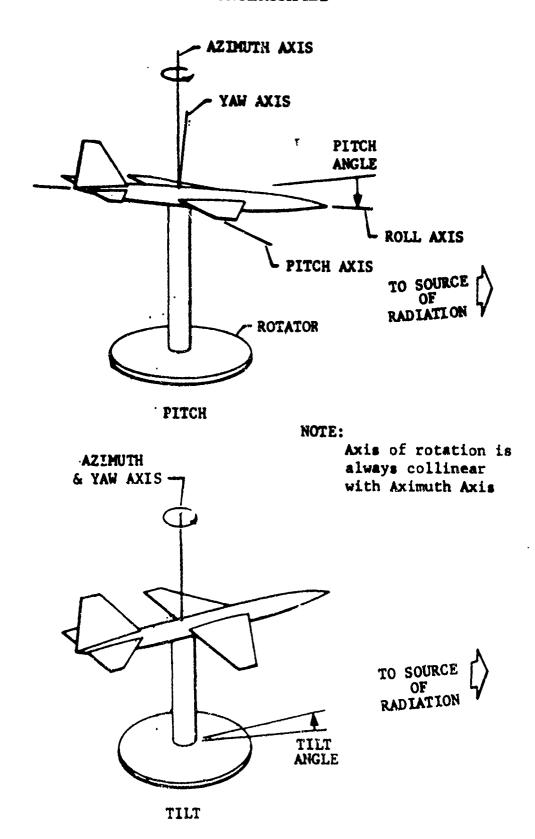
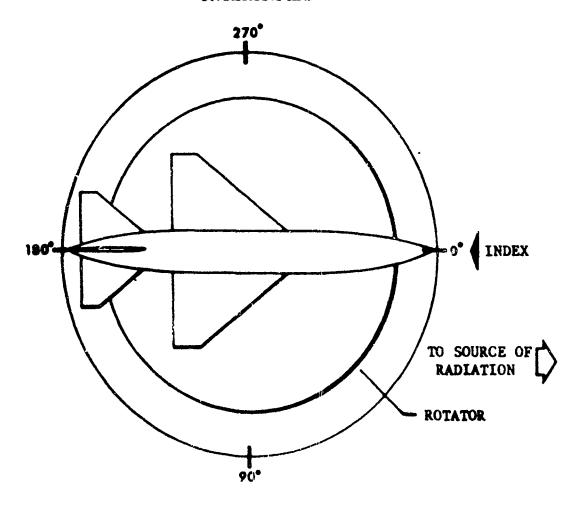


Figure B-4 'COMPARISON OF PITCH AND TILT ORIENTATIONS
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NOTE: The azimuth scale is fixed to the target rotator. The azimuth value is determined by noting the value of the scale opposite the index mark as the rotator and scale revolve. The index is the line-of-sight from the radar antennas to the center of the rotator. (Azimuth angle data are transmitted to the data recorders by means of synchro signals.) The standard direction of rotation will be clockwise.

Figure B-5 TARGET ORIENTATION - AZIMUTH
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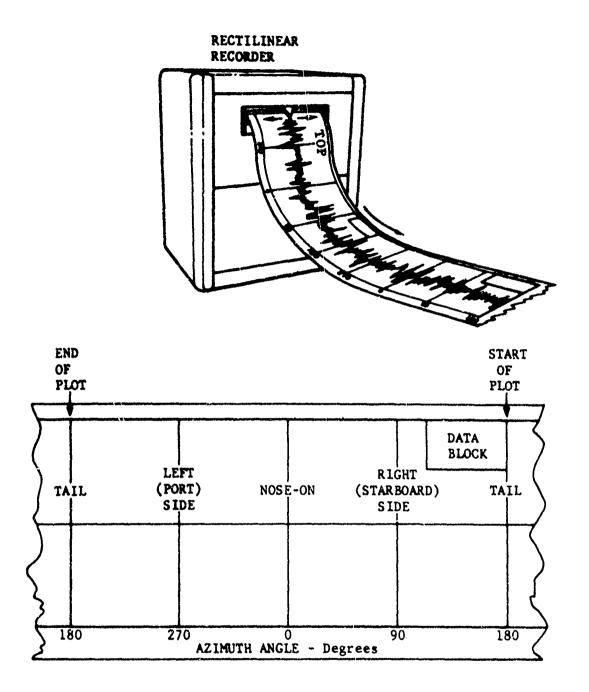


Figure B-6 FORMAT FOR RECTILINEAR PLOTS

B-8 UNCLASSIFIED